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which the author might well have been more critically alert. Thus Mr. Alden cites Dr. Leslie Mackenzie's report of 1907 on the physical condition of the public school children of Glasgow, and quotes with approval Dr. Mackenzie's statement: "It cannot be an accident that boys from two-roomed houses should be 11.7 pounds lighter on an average than boys from four-roomed houses, and 4.7 inches smaller. Neither is it an accident that girls from one-roomed houses are on the average 14 pounds lighter and 5.3 inches shorter than girls from four-roomed houses." The reviewer himself believes that differences in housing accommodation and the probably correlated differences in food are the causes, or the chief causes, of these differences in weight and height; but he cannot accept such a conclusion without at least raising the question whether the inferior bodily development is not a natural inheritance from parents whose smaller physique has condemned them and their children to "one-roomed" failure in the competitive world of hard-handed industry.

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Wirtschafts- und Verkehrsgeographie der europäischen Staaten. Mit besonderer Berücksichtigung der Oesterreichisch-ungarischen Monarchie. By JOSEF STOISER. (Vienna: Carl Fromme. 1912. Pp. xv, 311.)

Commercial and Industrial Geography. By ALBERT GALLOWAY KELLER and AVARD LONGLEY BISHOP. (Boston: Ginn and Company. 1912. Pp. 357. \$1.00.)

Stoiser's work presents a more detailed treatment of the European states than does his earlier (1910) *Grundriss der allgemeinen Wirtschafts- und Verkehrsgeographie*. Except that Austria-Hungary is naturally given more than usual attention, the method of treatment is the same as in other German works, e.g., Eckert. The primary divisions throughout are by political divisions; the subdivisions are by industries.

Keller and Bishop add another to the list of American texts intended for secondary schools, but the treatment is radically new. The primary divisions are by industries—by grand groups—and the geographical treatment is incidental; in fact, the authors seem to assume rather than to intend to impart a knowledge of geography. For example, part III, Clothing and Clothing Materials, is subdivided by chapters as follows: Uses and Varieties

of Clothing; Materials Used in Making Clothing; Cotton—its Distribution and Culture; Cotton—its Transportation and Manufactures; The Factory System in the Manufacture of Clothing.

This treatment raises some very interesting questions, discussion of which is impossible here. Admitting that there is a place in instruction for such a book, admitting also that the point of view of the German writers (a point of view determined before commercial geography had become differentiated from geography and still adhered to on the Continent) does not meet the requirements of our analysis of the subject, the reviewer, nevertheless, believes that this is not a book on commercial and industrial geography. He believes that the most logical presentation of the subject is to be found in Robinson's *Commercial Geography* (cf. *AMERICAN ECONOMIC REVIEW*, vol. I, p. 563), and the sanest discussion of its purpose and scope in the preface of the same work.

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La Géographie Humaine. Essai de Classification Positive. Principes et Exemples. By JEAN BRUNHES. Second edition, revised and enlarged. (Paris: Librairie Félix Alcan. 1912. Pp. 801; illustrated. 20 fr.)

Professor Jean Brunhes of the University of Fribourg and of the Collège Libre des Sciences Sociales at Paris, has long been known as the author of a classic work on irrigation in Spain and North Africa, considered in its geographic, economic, and social relations. To this he has added the first general treatise on anthropo-geography in French, and one of the best in any language.

There are, of course, numerous points of contact with the pioneer work of Ratzel; but in the main Professor Brunhes is original, not only as to the facts cited, but even more strikingly as to classification and method. In great part, indeed, the present work is the fruit of extended travels, prolonged original observations and numerous monographic studies. Even the illustrations are nearly all from pictures taken by the author himself. As M. Brunhes himself expresses it, he is never quite at ease except when discussing what he has seen with his own eyes. He is, indeed, a logician and methodologist even more than a geographer, and his positive method, his rigorous and exacting logic stand in striking contrast to the speculations, often stimulat-